

FOR SALE.

MacEWEN, FRICKEL & CO.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING
STORES.

EX AMERICAN MAIL STEAMER.

Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
Curing's TABLE FRUITS.
ASPARAGUS.

Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.

MACKEREL in 5th Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BROWN.

A LARGE ASSORTMENT
of

COOKING AND PARLOUR
STOVES.

AGATE IRON WARE COOKING
UTENSILS.
WOFFLE IRONS.
CHARCOAL IRONS.
KEROSENE LAMPS.
NONPARÉL KEROSENE OIL

—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @
\$11 and \$12.

CUP CHAMPAGNE, Pts. & Qts. @ \$12
and \$14.

SACCONI'S SHERRY.

SACCONI'S INVALID PORT.

ROYAL GLENDEAN WHISKY.

JAMESON'S WHISKY.

OLD BOURBON WHISKY.

HEERING'S CHERRY CORDIAL.

ASSORTED Liqueurs.

DRAUGHT, ALE and PORTER.

&c., &c., &c.

THE USUAL ASSORTMENT

of

OILMAN'S STORES,
at the

Lowest Possible Prices
FOR CASH.

MacEWEN, FRICKEL & CO.
Hongkong, July 1, 1886. 1268

Entertainment.

THEATRE ROYAL
CITY HALL, HONGKONG.

HERR IGNACIUS PÖSCHL,
Musical Director of the
AUSTRIAN LADIES' BAND,
had the honour to announce that
this accomplished

COMBINATION OF INSTRUMENTALISTS
will give their

FIRST GRAND CONCERT
of
HIGH CLASS MUSIC,
THIS EVENING,
the 22nd Instant.

THE BAND IS COMPOSED OF
EIGHT LADIES
AND
SIX GENTLEMEN,
and includes a number of first class soloists.

Full Particulars will be shortly announced

PRICE OF ADMISSION:
Dress Circle and Stalls, 52
Rock Seats, 32
** Sailors and Soldiers in Uniform 5d
Price.

Tickets may be obtained and Seats booked
at Messrs. HANKE, PRINZ & CO.'s Musical
Store, Queen's Road (opposite Hongkong
Hotel).

Doors open at 8.30 p.m.; Performance to
commence at 9 p.m. sharp.

Hongkong, July 22, 1886. 1394

To-day's Advertisements.

IN THE VICE-ADMIRALTY COURT
OF HONGKONG.

THOMSON & OTHERS v. THE DAPIA.

THE Undersigned will Pursuant to a
Commission for Sale issued in this
Court, SELL, BY PUBLIC AUCTION, on

SATURDAY,

the 31st day of July, 1886, at 12 o'clock,
Noon, on board—

THE IRON SCREW STEAMSHIP
D A F I L A,

As she now lies afloat in this Harbour,
in a damaged state.

The Vessel was built at Sunderland in
1873, and classed A 1 at Lloyd's,
is 144 tons Register. Her length
is 229' 6", her breadth 30' 2", and her
depth 18' 4", and she has two compound
Engines of 90 Horse-power nominal.

The Vessel had NEW BOILERS in 1882.

For further Particulars and Conditions
of Sale apply on Board, or to

Messrs. WIELER & CO.;

Messrs. WOTTON & DEACON;

F. A. HAZELAND,
Marshal of the Vice-Admiralty
Court of Hongkong.

Hongkong, July 22, 1886. 1415

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on

SATURDAY,

the 24th July, 1886, at 2 p.m., at his Sales
Rooms, Queen's Road—

AN ASSORTMENT OF
JAPANESE WAR E,

comprising—
SATSUMA, KIOTO, KANGA and TORIO
VASES, JARS, BOWLS, PLATES, TEA and
COFFEE SETS, ENAMELLED WARE, GOLD and
SILVER INLAID BRONZES, EMBROIDERIES,
and SCREENS.

A few ARTICLES OF REAL SATSUMA WARE
etc., &c., &c.

TERMS OF SALE.

As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, July 22, 1886. 1416

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
"Thea."

Capt. Godward, will be
despatched for the above

Ports on SUNDAY, the 20th Instant, at
9 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, July 22, 1886. 1413

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
"Zafiro,"

Capt. Talbot, will be
despatched for the above

Ports on MONDAY, the 26th Instant, at
5 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,
General Managers.

Hongkong, July 22, 1886. 1418

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
"Tarsus,"

Capt. Davies, will be
despatched for the above

Ports on FRIDAY, the 30th Inst., at 3 p.m.

This Steamer has superior Fine
Accommodation, specially constructed to
meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, July 22, 1886. 1414

NAVIGAZIONE GENERALE
ITALIANA FLORIO & RUBATTINO
UNITED COMPANIES.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,
BOMBAK, ADEN, PORT SAID,
NAPLES, LEGHORN, GENOA, AND
MARSELLA.

(Taking Cargo at through rates to all Medi-
terranean & Levantine
Ports, ODESSA & ALEXANDRIA,
and to NEW YORK & BUENOS
AYRES (MONTEVIDEO).)

The Co.'s Steamship
"Manilla,"

will be despatched as
above on or about the

3rd August.

The Steamers have splendid Accommodation
for Passengers and carry a Doctor
and Stewardess.

For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, July 22, 1886. 1417

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during their stay in Hongkong Harbour:—

Full Particulars will be shortly announced

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Rock Seats, 32
** Sailors and Soldiers in Uniform 5d
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Hongkong, July 22, 1886. 1394

July 22.—
Yangtze, British steamer, from Whampoa.

Fookang, British steamer, from Whampoa.

Kwang Lee, Chinese steamer, 1,303 R.

Andrew, Shanghai July 19, and Swatow 21,

General—O. M. S. N. Co.

Vorwartz, German steamer, 612 J. Bruhn,

Hollow July 21, General—WIELER & CO.

Trito, German steamer, 1,142 A. Blokken,

Honcho Bay July 10, Salt—SIRUPSEN &

Co.

Chefoo, British steamer, 684 John Hutch-

ison, Swatow July 21, General—BUTTER-

FIELD & SWIN.

Fusha, Chinese steamer, from Whampoa.

July 22.—
DEPARTURES

July 22.—
Atholl, for Swatow and Amoy.

Yaroslav, for Nagasaki.

Actis, for Haiphong.

Marie, for Tourov.

Sophia, for Europa.

Johan, for Whampoa.

Mongku, for Bangkok.

Bornida, for Singapore and Bombay.

Kwongang, for Swatow.

Hampshire, for Kobe and Yokohama.

Kwang Lee, for Whampoa.

Venetia, for Singapore and Bombay.

July 23.—
CARRIAGE & CARGO.

ARRIVED.

Per Whampoa, from Sydney, Mrs. Reid,

Mr. Marco Buffa, and 106 Chinese.

Per Kwang Lee, from Shanghai, &c.,

H. E. Wang and suite, and 136 Chinese.

For Vorwartz, from Hoichow, 125 Chinese.

Per Chefoo, from Swatow, Rev. Mr. Ram-

mer, and 37 Chinese.

DEPARTED.

Per Saghalia, from Hongkong; for Saigon,

Messrs. Dalgulay, Cazahon, Logardare,

and 5 Chinese; for Singapore, Mr. G. Kulin,

for Macau, Mr. Bencicrit; for Marseilles,

Hon. E. Keawick; Messrs. Baromaki, O.

Wegener, Gaufler, Garceau, W. Humbert,

and Mr. Marichal. From Shanghai: for

Singapore, Mr. Blackley; for Marseilles,

Messrs. Kenney, Guilon, Captain Alleson,

for about half an hour. There was nothing clearer than this—that when they struck or the ship struck them they were in full sail and were going, as they said, three miles an hour. Now if that was the case if the junk was going straight ahead with her full sail and making three knots an hour and the "Hermione" was swinging round, and there was an abundant crop to show, he would ask the Court whether it was possible for the junk to come round so that the foremast would be carried away; if anything was carried away by the bowsprit it must have been the minimum. The plaintiffs said they did not make out whether it was a steamer or a sailing vessel until they were within 10 fathoms of it. Now it was not easy to believe that on observing it was a sailing vessel they thought it would be better to keep out of the way; or that when they saw or thought they saw it was coming straight down, they lost their heads and went up into the wind. The story of the defendants was this: the mate and the boatswain came up and pointed out the lights and asked which was Chapel Island. The mate told him he took up his glass and saw that the other was a junk, and deciding the junk was steering to port, he put his helm hard a-port. He continued looking at the junk, and the Captain came up and said something to the mate which the mate did not understand, and the helm was steered. The mate then said to the Captain "She is a junk steering towards us and she has not gone about, and the helm was put hard a-port again immediately, the evidence showing that the helm was steered only for a few seconds and that this had very little influence on the course of the ship. It must be considered that the barque's sails were all made fast and that what they did was the very best thing they could have done. It was shown that the helm had actually made the ship to go round four points and that she was going round more. Under these circumstances they naturally expected to see the junk pass ahead of them. It continued approaching, however, and all of a sudden the light went out. This disappearance of the light attracted attention, to one of the witnesses for the plaintiffs said that if the ship had been in the position she would have been if she had, the light would not have been seen on board the "Hermione". The explanation of the disappearance of the light, therefore, was that the helm had been turned up and that she had put out the light. This light was on the port quarter astern, a short distance above the water, and would be shut out when the starboard side of the junk was presented. There was another point to which he would call attention. The plaintiff said the "Hermione" struck the junk at right angles close to the bow. Now if such was the case a vessel of 450 tons deeply laden drawing 15 feet coming on the junk at the rate of 5 miles a world would have gone right through or over her. The force with which vessels collided was shown the other day when the firebrand in a few minutes a large steamer not far from here. Now in this case the barque was going 5 knots an hour and the junk at least three. Had they collided therefore as the plaintiffs said the barque would have gone right through the junk, whereas it was in evidence that she was 20 minutes or half an hour alongside the ship and then was seen to drift away. He asked the Court to believe the story of the defendants. They might not have spoken very intelligently, but that might have been due to the interpreter who was not very well up in nautical terms or to their difficulty in explaining the matter; very often persons had not the faculty of making others understand what seemed to them perfectly plain. He thought however that taking the whole of their evidence it did not appear that the stamp of truth. He did not know if anything was to be made of the fact that the boat was hove out 12 or 14 hours after the occurrence. If so, it would appear that they themselves had spoken of the matter, quite openly and truthfully. Something might also be made of his not calling the steamer to give evidence. It was thought that His Lordship having heard Mr. Gosselin, the first mate and the boatswain who alighted from the helm, might have kept hard a-port from the first moment to the last except for a few seconds, if that would not affect the Court, there was no use of calling further evidence. They had not called, also the look-out previous to eight o'clock, because before that time the light had not been discovered. The evidence on that point was that the watch was changed. It was when the boat again came up to relieve the first mate that he saw the light and called the attention of the first mate to it. The plaintiff said the defendants had gone to Canton at the end of last Chinese New Year. The petition was granted.

THE NEW HEBRIDES QUESTION.

The Melbourne Argus, writing on the recent action of the French in joining the tricolour on the New Hebrides, says:—It is not surprising that the New Hebrides made news in a sensation in political circles in Great Britain and that Salisbary, as leader of Her Majesty's Opposition, deemed it his duty to interrogate Ministers on the subject. The reply obtained is calculated to quiet alarm in Great Britain, though it ought not to relax watchfulness here. If the tricolour has gone up, the French Government has given direction that it shall be removed. The agreement is not to be repudiated. So much was to be expected. Within the last month France has been informed that England does not in any way set aside the treaty, even in consideration of certain offered terms; and that idea that a colony with filibustering proclivities should step in and take the place of the French is not to be expected. The French have been informed that the French Government, but the persistent gain of inch after inch by the Compagnie des Nouvelles Hebrides. The protest against the military expedition will have to be maintained, for if French troops are to be landed on the island, and a French officer is to rule there, we shall have an informal instead of a formal French occupation. If the treaty is to be maintained in spirit, no military encroachment must be given to the New Hebrides. The Attorney-General assuming that the barque had fired, made some remarks about the improbability of the forecastle of the junk breaking, but supposing that the course of the barque was kept on perhaps by the influence of the spanker being kept on the starboard side, while the wind was from the starboard quarter, it is natural that there was no inconsistency in the statements of the plaintiffs. That there are mostly Englishmen. The missionaries do not require assistance. And settlers, instead of being supported, should be warned that the English and the French Governments, with their eyes open, have resolved to leave the savage and uncertain Chiefs of the New Hebrides to their independence. So long as that treaty is in force, settlers who disturb the independence of the New Hebrides should do so at their own risk and peril. We shall always have these efforts at extension made, however, while New Caledonia is in the hands of its present owners, and great would be the pleasure throughout Australia if only the Foreign Office could arrange some interchange of territory that would induce the French to withdraw from the New Hebrides. They had to show that they did not do all they could to keep out of the way of the junk and that they kept a proper look out. The two charges made by the

THE KIMBERLEY GOLDFIELDS.

ON ACCOUNT OF A RETURNED PROSECUTOR.

The *Telegraph* (South Australia) says:—Mr. Arthur Edmonds, an old resident of Border Town, and one of the earliest prospectors at Kimberley, has just returned from Kimberley. He went to Perth last year to select land, but was induced to join a party of nine that the Western Australian Government was sending to the Kimberley district in prospect for gold. This party was under the leadership of Mr. Charles Canfield, and took the steamer from Fremantle to Albany Gulf, where they arrived on October 9. They started for Kimberley on October 15 with 33 horses and 18 pack-addles, which they took over from a party of Government surveyors who had contributed 45 of it was caught, and was succeeded by Giffen, who, however, did not stay long at the wicket, being caught for 4. T. M. Hawke, who followed, was caught for 18, and Blackham joined Bonner. The latter soon afterwards succumbed, being caught and bowled for 47. Garrett was next, and another stand was made. After contributing 20 Blackham was bowled, and Evans, the last man, came to the wicket. He succeeded in keeping up his wicket until he had contributed 27, when he was caught, Garrett being not out for a well played innings of 49.

The sunrises amounted to 12, and the innings closed for 488.

The home team commenced their second innings, being in a minority of 17 runs, by sending Grace and Turner to the wicket. Both players conduced well, and were not separated until Grace had contributed 24, when he was caught. Peterson, who followed, was bowled before he had scored. Hawke was next, but soon lost his partner, Turner, who was caught for 20. Hawke and Read were the only others who reached double figures, the former reaching 90, and Giffen, the chief scorer, was bowled for 55. The Australians scored 123, thus winning the match by one wicket. The fielding of the Englishmen was excellent, and several splendid catches were made.

LONDON, JUNE 22.—The match was resumed to-day, when the Australians again made a splendid stand against the English bowling. Scott, who made the magnificent score of 123, was given out l.b.w., and Giffen and Jones, who were both caught, played finely for 77 and 76 respectively. The last wicket fell for 354 runs. The fielding of the Middlesex men was very good. The Middlesex team went in for their second innings and had made 83 for the loss of one wicket when stumps were drawn for the day. There was a large attendance, and the weather was all that could be desired.

LONDON, JUNE 23.—The match was resumed to-day at Lord's. The attendance was good, and the weather splendid. Great interest was taken in the match by the public. The home team concluded their innings, but failed to make a good stand, and the score closed for 217 runs. White (68) being the highest scorer. Palmer took seven wickets for 90 runs. The Australians then commenced their second innings, but lost nine wickets before reaching the necessary number of 20. Giffen, the chief scorer, was bowled for 55. The Australians scored 123, thus winning the match by one wicket. The fielding of the Englishmen was excellent, and several splendid catches were made.

LONDON, JUNE 24.—The Australian commenced a match to-day at Chichester, against the Earl of March's Eleven. The attendance was good, and the weather splendid. The home team batted first, and were all out for 140, of which Jesse Hilde (Sussex) made 46. Spofforth was in fine form and took six wickets for 70 runs. The Australians then went to the wicket, and at the close of the day's play had lost seven wickets for 140 runs.

PROPOSED COLONIAL MUSEUM.

LONDON, JUNE 25.—The agents-general and the executive commissioners have been invited to meet at the Exhibition on Tuesday, the 22nd inst., in order to receive a communication from the Prince of Wales. It is understood that His Royal Highness will be present, and the proposals for continuing the exhibition during next year.

THE COLONIAL AND INDIAN EXHIBITION.

LONDON, JUNE 26.—The agents-general and the executive commissioners have been invited to meet at the Exhibition on Tuesday, the 22nd inst., in order to receive a communication from the Prince of Wales. It is understood that His Royal Highness will be present, and the proposals for continuing the exhibition during next year.

LONDON, JUNE 27.—The Marquis of Salisbury, in addressing a Conservative meeting at Leeds last night, reiterated his former demand that he had advocated a policy of coercion towards Ireland, and declared that he diecly desired the due observance of the law. Lord Salisbury adjured the Conservative electors to support those candidates who were in favour of upholding a & union between Ireland and Great Britain.

LONDON, JUNE 28.—It is affirmed in Paris that a new batch of revolutionaries will be despatched to New Caledonia in the autumn. The Prince of Wales laid the foundation stone of the People's Palace in London yesterday.

SIR SAMUEL DAVENPORT, speaking at Oxford, said that the colonists in Australia were unable to understand the wish of the Irish to separate from England.

THE RIGHT HON. ARTHUR WELLESLEY PEEL, Speaker of the House of Commons, in a speech to his constituents at Leamington, said that the maintenance of the union between England and her colonies was all important.

IT is proposed to export frozen meat from Capetown, South Africa.

MR. LAYARD, British Consul at Noumea, declares that it is the intention of the French authorities to eject all free settlers from New Caledonia and re-acquire the land for convict settlement.

A Canadian colony has sailed for London to open negotiations with the Australian Agents-General respecting the proposed cable from Vancouver to Sydney.

LONDON, JUNE 29.—The Marquis of Salisbury says that Mr. Parnell has fabricated the story that the Tories promised that if they returned to power they would grant Home Rule to Ireland.

The first trial meeting between Montreal and Vancouver on the Canadian Pacific Railway started yesterday.

THE PENINSULAR AND ORIENTAL STEAM SHIPPING COMPANY have presented a petition to the Queen praying that the present charter of the company may be supplemented.

The French authorities are making inquiries in Madagascar relative to the suitableness of that island for convict settlement.

SIR SAMUEL DAVENPORT states that he considers it improbable that the Prince of Wales will be able to visit Australia to open the South Australian Jubilee Exhibition.

LONDON, JULY 1.—The Agents-General and a number of the leading colonists will be entertained at luncheon at Windsor Castle on the 5th July. A ball will also be given in the evening at Buckingham Palace for which they have received invitations.

THE COLONIAL MUTUAL LIFE ASSURANCE SOCIETY has opened a branch in London. The London director is Lord Brabourne. Sir Henry Baily, and the Right Hon. R. B. Gascoyne.

The Peninsular are openly menacing Lord Hastings and Mr. Chamberlain in consequence of which both these gentlemen have now placed under special police protection.

ADMIRAL SIR GEORGE O'WILLIE, K.C.B., commanding at Portsmouth, is organizing a review of the Queen's Royal Fleet to be held in August, when the officers of the fleet will entertain 1000 colonists at a banquet on board the trophy ship *Zealous*.

SIR JAMES McCULLOCH, of Victoria, has purchased the celebrated picture, "A Modestless Bairn," by Tissot, R.A., for £1000.

Her Majesty yesterday opened the college founded by the late Professor Holloway, who bequeathed a large sum for that purpose.

GENERAL BOULANGER, of the 19th corps d'armes, serving in Algeria, and commander of the French troops in Tunis, is suspected of preparing a *coup d'état*.

LONDON, JULY 1.—The following candidates have been returned unopposed:—

BIRMINGHAM.—WESTERN DIVISION: The Right Hon. J. Chamberlain, Central Division: The Right Hon. John Bright, North Division: Mr. William Kenrick, dissentient Liberal, South Division: Mr. J. Powell Williams, dissentient Liberal, EBBINGTON DIVISION: Mr. George Dixon, dissentient Liberal.

LANCASHIRE.—Mr. J. Hanniker Heaton, Conservative.

BLACKBURN.—Mr. William Coddington and Sir E. Peel, Conservatives.

WARRICK.—The Right Hon. Arthur Wellesley Peel, Speaker of the House of Commons.

DUBLIN.—Mr. Timothy D. Sullivan, Nationalist.

OXFORD.—Major G. Dickson, Conservative.

TAUNTON.—Mr. Samuel Charles Alcock, Conservative.

GATESHEAD.—The Hon. Walter H. James, Liberal.

CITY OF LONDON.—Sir Robert N. Fowler and the Right Hon. J. G. Hubbard, Conservatives.

SWANSEA.—Mr. L. Llewellyn Dilwyn, Liberal.

WORCESTER.—Mr. C. V. Williams, Liberal.

MORPETH.—Mr. Thomas Burt, Liberal.

HYTHE.—Sir Edward W. Watkin, dissentient Liberal.

ST. GEORGE, HANOVER-SQUARE.—Lord Algeciras, Conservative.

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